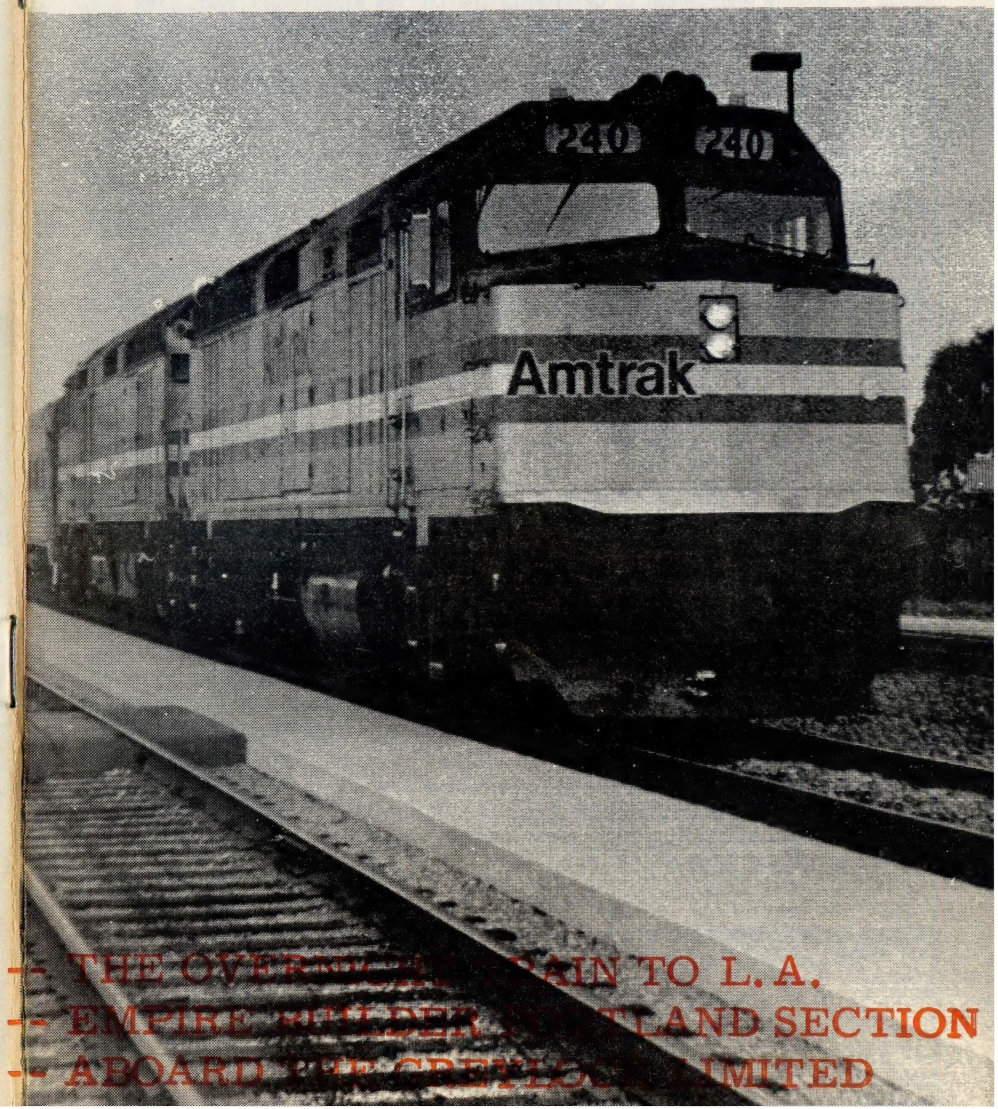
80¢

RAIL TRAVEL NEWS

VOL. 11 NO. 18
OCTOBER 1981
ISSUE NO. 233
Issue # 233



-- THE OVERNIGHT TRAIN TO L.A.
-- EMPIRE BUILDER PORTLAND SECTION
-- ABOARD THE CREDITS LIMITED

FIRST CLASS MAIL

FROM: P. O. Box 9007
Berkeley, CA 94709 USA

FIRST CLASS
U. S. POSTAGE
PAID
PERMIT NO. 1083
BERKELEY, CA.

To:

Subscribe Now!

RAIL TRAVEL NEWS
P. O. BOX 9007
BERKELEY, CALIFORNIA 94709

(two issues a month)

Send RTN for ____ year(s) at $19 per year or $9.50 for six months. My remittance is enclosed. This is: a new ___; renewal/extension ___; gift ___ subscription.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

FIRST CLASS

LETTERS

Your article "Toward Railroad Isolationism" in RTN 230 and your statement, "The PACIFIC INTERNATIONAL has never been properly scheduled or marketed", I couldn't agree with more. I sold Amtrak (and CNR/VIA Rail) tickets, part-time and later full-time, at New Westminster from 1967 thru mid-February, 1979.

If ticket sales are any indication, there were three main markets for the PACIFIC INTERNATIONAL: Seattle 1- and 2-day trippers, Portland 3-5 day trippers, and California points. The schedule that prevailed for most of the PI's life was basically excellent. It allowed several hours for Seattle shopping or whatever, and met the California train in both directions, allowing convenient connections. Business was never that hot, but when that abomination of a schedule leaving Vancouver at noontime was tried, patronage dropped to abyssmal because the Canada to Seattle and Canada to California traffic was effectively lost. The opportunity to spend the day in Seattle was lost and an overnight stay was required to connect with train 11.

Even tho the basic schedule was good, the actual scheduling wasn't. Vancouver departure was often too early and arrival at night too late. As you pointed out, customs officials used to ride the trains and presumably would have again had Amtrak been willing to pay for it. There was also the interminably slow routing thru Delta Yard at Everett, rather than the faster line along the water that used the lower level at Everett station. Perhaps speedups such as these would have attracted enough additional patronage to pay for themselves, but now we'll probably never know.

Marketing the PI was a joke. After the initial announcements when service commenced, for all practical purposes there was no marketing, at least not in Canada which certainly comprised the largest single source of potential traffic for the train. Once there was a "Buy a one-way ticket and we'll bring you back for a buck" promotion that, as far as I could ascertain went totally unadvertised in Canada! Letters and phone calls were often necessary just for the New Westminster ticket office to obtain that most basic marketing tool, the timetable. Amtrak's traveling sales representatives promised plenty but delivered very little.

DOT were not the only ones who never liked the PACIFIC INTERNATIONAL.

Dean Ogle
Custer, Washington

The recent article about discontinuing service to Yakima WA (RTN 231) reminds me also of Amtrak's stupidity in the new schedules for the St. Louis-Chicago corridor. The hours of departure are again absurd. Leaving Chicago at 11:15am returns to the old schedule of the INTER-AMERICAN which Amtrak switched to 5:20pm to help it reach the required load factors. The 3:25 departure from St. Louis is too early for rush-hour oriented passengers. The 4pm departure was just fine. The State of Missouri seems to be more of an influence on Chicago-St. Louis corridor schedules than Illinois does. Amtrak seems to be going out of its way to arrange better schedules for the St. Louis-Kansas City 403-b trains. Train times at Kansas City will be in more peak hours from the present 10am and 5:30pm to a better 8am and 5:30pm. St. Louis departures will appear to be the same on Oct 25. Missouri's gain is Chicago's loss.

Thomas Worms
Bridgeview, Illinois

Rail Travel News, Vol. 11, No. 18. October, 1981. Whole number 233.
Copyright © 1981 by Message Media. Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $19.00 per year; single copy 80¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

ON THE COVER

The pre-inaugural press run train of the new overnight Sacramento to Los Angeles service pulls into Richmond CA on Oct 22 on the first part of its two-day publicity trip. Full coverage of the startup of this long-awaited California train appears in this issue. Photo by RTN.

CONFEREES APPROVE AMTRAK BILL; REAGAN MIGHT VETO IT

The Amtrak appropriations bill passed another big hurdle on Nov 12 when it was approved by joint House-Senate conferees. The budget they okayed calls for $735 million for Amtrak for the current fiscal year, and it includes the provision that exempts Amtrak from paying local taxes (the one exception being the town of Beech Grove IN, where Amtrak has its big maintenance facility). It also includes the provision that Amtrak reinstate the CARDINAL, tri-weekly, between Washington and Chicago, via Cincinnati. Earlier, on Nov 3, the full Senate approved the $735 million along with the retain-the-CARDINAL provision, rejecting an attempt by Oregon Senator Packwood to eliminate the CARDINAL language (the vote against Packwood was 53 to 34). The CARDINAL resolution was not in the House's bill, but in the joint conference it was included in the final bill.

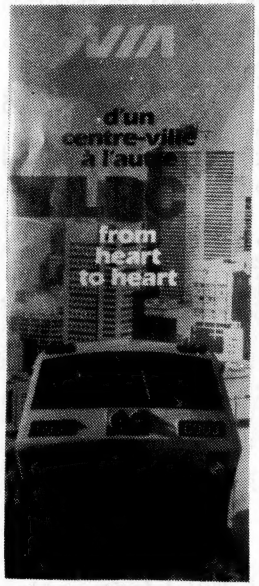
The path for the bill now is to go to the Senate floor, where it is expected to pass without problems. Then it goes to President Reagan for his signautre. Sources say that it is a fifty-fifty chance that Reagan will veto the bill--that is, the entire DOT appropriation. But NARP reports that Senators indicate that if that should happen, they would use another tactic to save the bill--including it in a continuing resolution that would keep the government operating until the final money bills are signed. NARP said it is believed, tho unconfirmed as yet, that the Amtrak budget can be spent by the corporation without restrictions as to which portions are for operations, capital expenditures, or labor protection payments.

JAPAN-U.S. RAIL CONGRESS FORMED; CALLS FOR BULLET TRAIN OPERATIONS IN THE U.S.

A Japan-United States Rail Congress has been formed to press for high-speed rail service in the U.S. similar to that offered by Japan's Bullet Trains and by other progressive nations. The Congress consists of 15 members of the Japanese parliament and 15 members of the U.S. Congress, including leaders Rep. Adam Benjamin Jr. (D-IN) and Sen. David Durenberger (R-MN). The latter two were invited to address the U.S. Congress's Joint Economic Committee on Nov 3. The committee, whose leaders are Rep. Henry Reuss (D-WI) and Sen. Roger Jepsen (R-IA), on that date issued the first report in a series on joint private-public cooperation to revitalize America. The first report covered passenger rail, and it called for the U.S. to set a goal of establishing a high-speed passenger rail system equal to or better than that of other industrialized nations. The 39-page report compared U.S. train speeds unfavorably with those of the Japanese Bullet Train, the French TGV and the British HST. The report listed the emerging corridors and talked of developing them into high-speed operations. It called upon the President to appoint a rail corridor development expeditor in the executive office of the President. Billions of dollars of private capital would be used in such development, but government-guaranteed loans would also be relied upon. The paper said that the U.S. needs a balanced transportation system in order to stay economically healthy. "The construction and operation of a high-speed passenger rail system could play a vital role in reversing America's economic decline."

RAIL CANADA

VIA RAIL CANADA'S new LRC trains were not introduced into regular service on the Toronto-Montreal run on Oct 25, as they had been scheduled to be. Bugs that had to be removed from the trains' operation prevented inauguration of the service. VIA in a press release said that "The need for some minor modifications to its new LRC train has prompted VIA Rail Canada to delay the LRC's introduction into service for a shorttime... In effect, VIA will be prolonging the 'shakedown' period that is a normal part of introducing any new equipment." No definite date was set for the formal introduction. VIA said the train will continue to operate unannounced on certain runs, as it has since the beginning of September. Pictured below is a two-language color brochure that VIA has produced for promotion of the new "light, rapid, comfortable" trains.



THE BATTLE TO rescind the Nov 15 VIA Rail cutbacks will apparently be decided in the courts. On Nov 11 a court in Regina turned down a plea for an injunction against the cutbacks brought by Saskatchewan groups. The judge took three days to make the decision, and he noted that he was not judging the merits of the cutback plan, but only its legality. A lawyer for the Saskatchewan interests is studying the possibility of an appeal. A second court test, in Alberta, is expected to have a decision out on Nov 13. This case was brought by the city of Jasper. (A columnist in the Toronto Star on Oct 24 stated that when Transport Minister Pepin, who is behind the cutback scheme, visited Jasper recently, he was found to be unaware that the resort city depends upon the passenger railroad route.) A third court case, in Quebec Province, has been proposed but probably not filed yet.

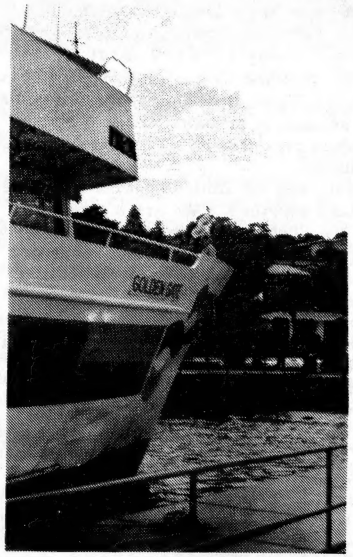
"VIVA VIA" TRAIN was a group move from Western Canada leaving Vancouver on the SUPER CONTINENTAL Oct 22 and traveling to Ottawa to meet with Transport Minister Pepin and try to persuade him to change his mind about cutting VIA Rail service back 20%. At points along the way more protesters joined the train, and other trains from the Maritimes, Quebec and Ontario brought more rail supporters, including mayors, legislators and labor leaders from across the nation. However, the meeting with Pepin--a 70-minute meeting on Oct 26--was a failure. "I did not budge", Pepin told the press. Besides the private meeting with supporters of VIA service, Pepin that day faced an angry House of Commons. MP Les Benjamin, transport critic from Regina West said that Canada was "sick and tired of the minister's philosophizing when he does not know a damn thing about transportation." Former transport minister Dan Mazankowski asked Pepin whether "we may expect further cuts if this decision is allowed to go unchallenged?" After the unfruitful meeting with Pepin, rail lobbyists vowed to continue the fight to save the trains. Said Guy Chartrand, president of Transport 2000 Canada, "(the fight) will continue because we are right and we have the people behind us. It's too bad we have to fight like this. Our country doesn't need any more fights."

THE LONDON, ONTARIO office of VIA Rail tells some RTN readers it will no longer provide VIA system timetables. The only printed schedules that can be obtained there are for the Toronto-Windsor service.

MAJOR SCHEDULE CHANGES have been made in the Southwest Ontario service, including a 7am Toronto-Windsor train and a 4:50pm London-Toronto run.

URBAN-SUBURBAN TRANSIT

PROPOSED FARE INCREASES on the Washington Metro system were criticized in a Washington Post editorial Oct 18. The paper said that service quality must be kept high to justify fare boosts. It recommended that the Metro Board move on three fronts: 1) Work toward, not away from, more uniform and understandable fare structures; 2) Disconnect fare increases and salaries from direct, full tie-ins with the cost-of-living index, which has resulted in skyrocketing labor costs at Metro; and 3) Work with the participating state and local governments to enact a regional tax that can be used for transportation without having to undergo round-robin, intramural and highly politicized negotiations.



GOLDEN GATE TRANSIT ferry boats that connect San Francisco with Marin County points could be up for abandonment if political forces prevail who want to discontinue the vessels and substitute bus service over the already-crowded Golden Gate Bridge. (At left, ferry "Golden Gate" at Sausalito CA; RTN photo.)

THE MARTA SYSTEM has so far been successful in reducing automobile trips in the Atlanta area by at least 40,000 per day, with its daily ridership of 68,000. In December, those numbers are expected to begin increasing dramatically as the existing east-west line is augmented by a north-south line that runs from the south edge of the central business district to North Avenue and West Peachtree. An average workday next year will see patronage of 120,000 according to MARTA projections.

NEW TAX LAW allows transit systems to "sell" their equipment to leasing companies and then lease it back. The companies get depreciation credits for the equipment and the systems get needed cash. But, according to the Wall Street Journal (Nov 4) the Treasury is expected to rule that systems with equipment purchased partly with Federal grants can get credit for only the portion not covered by grants. This would markedly reduce the money that many systems could obtain thru the new tax law. New York's MTA is an exception, not having used Federal funds for its equipment purchases. In fact, the MTA originally lobbied for this provision in the tax law.

AC TRANSIT SYSTEM in our area has the second highest wheelchair use (after Seattle) in the U.S. About 70 wheelchair patrons daily used AC buses. The recently expanded 88 bus service at the Oakland CA Amtrak station may be cut back after some complaints from users on other parts of the line about two discontinued stops. The 88 buses meet every Amtrak train arrival and departure, and often provide faster service than taking the BART connection at Richmond. Letters supporting continued service of this nature at Oakland should be addressed to: Robert Nisbet, Gen'l Manager; or Roy Nakadagawa, President of Board of Directors; AC Transit, 508 16th Street, Oakland CA 94612. The buses also could use more patronage.

CALIFORNIA TRANSPORTATION DEPT. has offered to extend the ex-SP peninsula commute trains to the Ferry Building in San Francisco, near the BART Embarcadero Station, running on the State Belt Line from the SP, to replace a San Francisco Muni line, the 40-X, that was discontinued in October. Other conflicting city plans, however, are for an historic streetcar line along the Belt Line and for

(continued on page 16)

THE PORTLAND EMPIRE BUILDER

INAUGURAL RUN OF THE PORTLAND SECTION

by Rocky Shay

October 26, 1981 is a big day for me! One of my favorite circle trips is back. Today is the eastbound inaugural of Amtrak's new Portland-Spokane section of the EMPIRE BUILDER. It also turns out to be the day for one of the strangest inaugurals in Amtrak's history--this one in Wenatchee WA, where the Seattle section of the EMPIRE BUILDER is being rerouted. We'll get to that one later.

First, we go to Portland from Seattle on the COAST STARLIGHT, arriving Portland at 3:25pm, just in time for the big ceremony and the 4:15pm departure of Amtrak train 28, the EMPIRE BUILDER, Portland section. Numbers 27 and 28. Those numbers used to belong to the old Great Northern WESTERN STAR, a secondary passenger and mail train which ran between Seattle and the Twin Cities before May, 1971.

The inaugural consist is engines 226 and 284, cars 33008, 31013, 34086, 32065, 33023, Hi-level 39935, and track inspection car 10,000. The last three cars are for the inaugural, the first four are the regular Portland section. Two Superliner lounges in one train! I understand the regular Portland section will consist of one F40 engine plus a Superliner lounge, coach-baggage, and sleeper. The Seattle section will include two F40s, baggage car, transition dorm, one sleeper, two leg-rest coaches, and the diner.

Now it's time for the ceremonies. But first we meet Randy O'Toole and Vicki Crowley. They're from Eugene. Randy is doing some work for Passenger Train Journal. Vicki, sporting a VIA scarf, is taking pictures. Vicki says she's not a train buff, but she finds trains convenient for visits to her family in New York.

The speeches start, but they must be brief. It's already 4 o'clock. Art Lloyd, Amtrak's Master of Inaugural Ceremonies, describes the new service for the 150 or 200 present. Amtrak Vice President Clark Tyler thanks the Grass Roots for doing more to save the national passenger train system than any other force--and calls Portland a major hub of the Amtrak system (believe it or not, 16 arrivals and departures daily, tho the WILLAMETTE VALLEY trains may be down the tube by the end of the year).

That was a quick ceremony! It's 4:10 and off we rush to the train. That was a quick loading! We're off and running at 4:16.

On our way to Vancouver WA we hit our first delay--a drawbridge open to let a long freighter pass. That costs about five minutes, but we do make it to Vancouver, pick up a few passengers, and head up the former SP&S line to Pasco and Spokane. It's too dark now to take pictures, but let me tell you this is one fine piece of railroad! How sweet it is once again to see the lights on the other side of the Columbia River--and to dart into and out of tunnels at 60, 70, 80mph! My historian friends tell me James J. Hill set strict construction standards for this line. Tonight it's paying off.

In the forward lounge we find media types like me interviewing Amtrak's Clark Tyler. That session is breaking up, so I slip in, introduce myself, and learn a few interesting things.

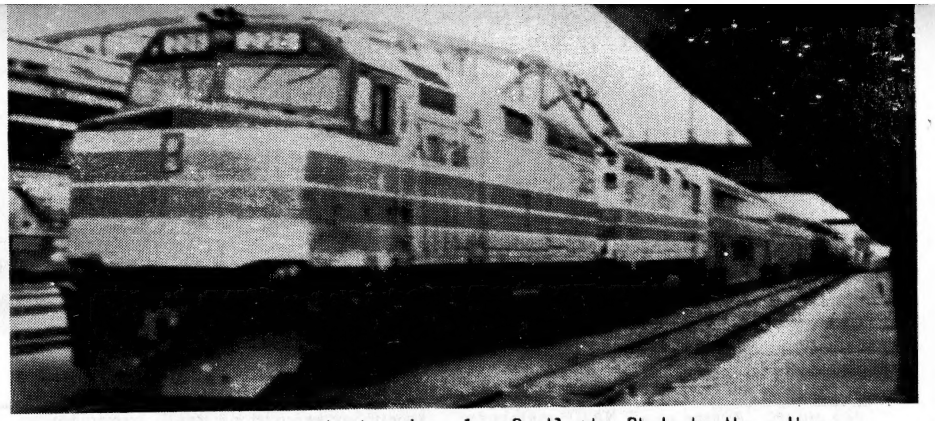
First, why did Amtrak decide on the new Portland service? "We are a business," says Mr. Tyler. "If we can add this service and give the people of Portland access to ski areas in Montana and to points east, that's a winner."

What of the re-routing of the Seattle section of the BUILDER from the South line to the North line in Washington state? Why did you do it? Will you serve the South line again?

Tyler: "We have no plans to put service back on the South line. We made the change to give the Spokane-Seattle route a much more direct shot and save 1 1/2 hours running time. We run trains where we can get the best routing and serve the most people." Tyler also said he was sorry it was necessary to pull service from a populated area like Yakima. Mr. Tyler also told me that Amtrak's goal is still to make the BUILDER a year-round daily train. And he praised the Burlington Northern, calling it one of the most professional, progressive railroads Amtrak deals with. BN surprised many Northwest rail observers by not objecting to passenger trains on its busy ex-GN and ex-SP&S lines.

I thank Mr. Tyler for his time, and we go our separate ways. For me, this means a look back thru the train. Not a bad crowd on tonight. I stop in the transition-dorm car to say hello to Peach Smith and her fine, 6-month-old grandson, who has the fastest reflexes I've ever seen in a human being. Peach runs Amtrak's Portland depot, and is heading a tour on its way to Wishram. That is about halfway between Portland and Pasco.

My next stop is car 10,000. Here, there are lots of men in three-piece suits and other formal attire. These are various BN and Amtrak officials, mostly former SP&S people who run this piece of BN, formally



The inaugural train awaits departure from Portland. Photo by the author.

known as the Second Subdivision of the Portland Division.

We all jump off at the Bingen-White Salmon stop. There is much discussion of what to do about the crumbling platform. No "Amshack" here. Amtrak passengers share the nicely-kept BN station. I set my camera on someone's car to get a time exposure. I'm a nut on night shots of trains.

There's not much inaugural activity here, so away we go. Now comes the realization that if you're going to write magazine articles, you must have a thick skin. One of the men in three-piece suits criticizes an article he said he heard about. He says the writer accused BN of arranging the Wenatchee route change to suit its own ends and said the EMPIRE BUILDER should go to Yakima because then he could visit his family. An OreARP member says "Was that your article, Rocky?" I assured all present that that was not what I said (it wasn't). I did have a copy of the article and promised to produce it (see RTN #231). The gentleman, who seemed sincerely hurt by the allegations against BN, introduces himself. Why, this is none other than Art McDonald, BN Assistant Vice President and Amtrak Operations Officer! He says he'd like to get together with me after dinner for a chat. I eagerly accept and head up front for dinner--dinner in the Sightseer lounge!

The card on the wall reads "Chili beef stew." Sounds exotic! I request it. The waiter produces a can of Nalley's Chili, pours it into a plastic bowl, puts it into the microwave oven for a few minutes, and... Presto! Chili Beef Stew! It's just that a small can of chili isn't exactly a barrel of Kentucky Fried Chicken. So I add a turkey sandwich, some cookies, and milk. Too bad they can't serve one of those airline meals in here. I suspect that Steve Spear, who has joined me for dinner and is also having the gourmet delicacy known as Chili Beef Stew, agrees.

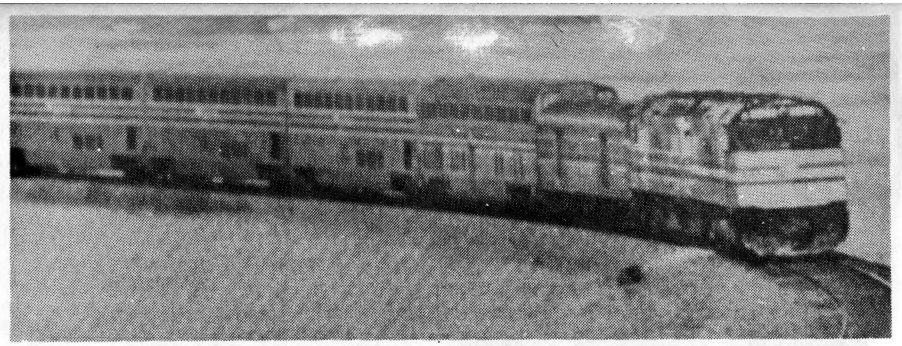
Back to car 10,000 now, where Art McDonald assures Steve Spear and me that the BN did not attempt to influence Amtrak's choice of routes for the EMPIRE BUILDER. He also says the new top management team at BN (ex-Frisco guys) has been very helpful and businesslike in handling Amtrak matters. You know, sometimes you believe somebody despite the lack of mounds of documentation to prove the case. I happen to believe Mr. McDonald.

As we talk, WHAM! A spot out of alignment on a curve. "That's right at Milepost 174", cries one of the SP&S-ers. I'll bet that curve won't be out of alignment very long! We meet several westbound freights on this stretch. All are conveniently in the hole for Amtrak.

Our stop at Wishram is perhaps best described as forgettable. A few people near the station stare in curiosity at this interesting train that says "Amtrak" on it. The Portland contingent heads for the bus for the return trip home on the parallel highway.

Our chat with Mr. McDonald continues with general discussions of Amtrak's history. Then, suddenly we're across the BN's mammoth Columbia River Bridge and pulling into the Pasco depot. "Well, time to get off"--an SP&S-er flings open the back door of the 10,000. Squish! Your author is smashed between the end door of the car and the adjacent desk. I make a comment about not needing that right leg anyway. Mr. McDonald says goodbye to us and we hit the platform. Here, a Spokane railfan contingent headed by NARP Director Paul Phillips joins the train. I tell Paul it's been a great trip so far. There are assorted media people on the platform at Pasco.

(By the way, Grand Forks ND--and Rugby and Devils Lake: Some research I've done in the last month indicates that you folks came closer than you want to know to losing your EMPIRE BUILDER service to the Sur-



Amtrak recently published this photo of the EMPIRE BUILDER crossing the high Plains country. Baggage and Hi-level car precede Superliners in consist.

rey cutoff. Advice to all NARP members: Don't think your Amtrak service is safe just because you have the population advantage! Beware of that non-populous short-cut! Yakima and Ellensburg WA didn't. They're no longer in Amtrak's timetable.)

Ah, the lights of Spokane! The super-high Latah Creek Bridge! And into the ex-NP depot we go a mere 10mins late. Waiting for us on an adjacent track is the Seattle section, 15mins early and--oh, oh--one coach short! Hopefully, no standees. The skimpy consist is (EMPIRE BUILDER, train 8, Spokane, Oct 26:) engines 361 and 365; cars 1171, 39926, Superliners 32017, 34053, 38018. I learn that they did indeed cut a coach at the last minute in Seattle and did not replace it. There were no standees, but just barely. Fortunately, there's some extra room in the Portland section tonight.

After awhile a BN switcher hooks onto the rear of the Portland section and tacks it to the rear of the Seattle train. We now have the first combined train 8 eastbound consisting of engines 361 and 365; cars 1171, Hi-level 39926, Superliners 32017, 34053, 38018, 33008, 31013, 34086, 32065, Hi-level 39935, and the 10,000.

Randy O'Toole, Vicki Crowley, myself, and others scurry about taking pictures and looking over both No. 8 and a fancy BN train across the platform. We're told this train is carrying a group of Japanese businessmen inspecting industrial sites along the BN. This train has two BN SD40 engines and a heater car, sleepers "Bighorn Pass" and "Jefferson Pass", diner "Lake Michigan", parlor "Deschutes River", and business cars "Columbia River" and "Red River". I'll bet THESE guys don't have modified dining car service! As we look west, this BN train, Amtrak #8, and the engines from #28 are all in a line right to left. Stacked up over the scene is No. 7. And look who's on the platform surveying the scene! Clark Tyler! The man has boundless energy! I envy him!

No. 8 leaves shortly, BN's ever-present switcher repositions itself, and in comes No. 7, the westbound EMPIRE BUILDER, with engines 388 and 386 and cars 1267, Hi-level 39906, Superliners 33009, 32047, 32059, 34090, 38011 (Seattle section), 33013, 31031, 34051 and 32061 (Portland section).

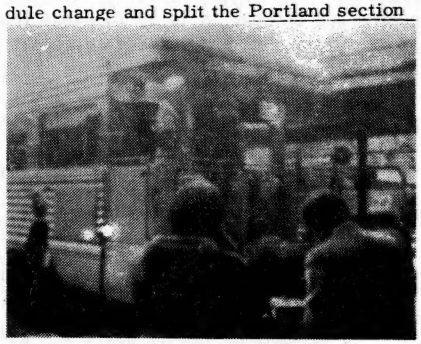
BN subtracts the rear four cars and ties them to engine 284, the trailing unit on the inaugural train coming up from Portland. That will be the first westbound Portland section. The engines for the Portland service, incidentally, will be from the Seattle pool and will rotate Seattle-Eugene-Portland-Spokane-Portland-Eugene-Seattle. One F40 will always lay over in Spokane and will be available for emergencies. Good idea!

Time to leave, and we non-dignitaries are curtly ordered out of the 10,000 by a new crew. This might be related to the backup move from the ex-NP Pasco station to the junction with the SP&S line to Spokane. BN still uses paired track Pasco to Spokane--westbounds on NP, eastbounds on SP&S. Too bad we couldn't go NP tonight. Almost instantly we're stabbed by a red signal. Fourteen unnecessary red blocks later, we are finally back to 80mph again on the way to Spokane. The conductor tells us it's block trouble. BN does have slide detector fences due to falling rock in this area. Mysterious red blocks aren't uncommon here.

It's fast running for train 28 now. I chat with the Spokane delegation, including a TV crew. I talk with two members of the BN train crew. They're from Portland and don't even remember working the old SP&S passenger trains. The labor arrangement isn't bad here. One train crew goes Portland to Spokane--all the way--a 7 1/2-hour run.

Now a quick trip to the darkened ex-Santa Fe transition car to pretend it's a dome and watch the sagebrush go by (Superliner night lights are too bright). Then it's off to the lounge for my evening Coke. Here I am corralled by two lovely young ladies who insist that I try the piano. I play it like a typewriter. One of the ladies is a ticket agent from Spokane who's glad the BUILDER's Seattle section now goes thru Wenatchee, missing Yakima. As a bitter opponent of that route change, I offer some counterpoints. Suddenly, none other than Clark Tyler walks in just looking for a place to sit, and soon I find myself debating the route change with Amtrak's Second in Command!

No minds are changed by the battle of words that follows. I understand Mr. Tyler-'s point about shorter running time and better direct service Spokane to Seattle. The trouble is, it won't work. I'm still convinced the move was ill-conceived and unnecessary --that the Amtrak Board failed to carry out its responsibility to check out important matters presented to it by staffers--that Amtrak cut several hundred thousand people off in brutal fashion--and that the Amtrak Board has a responsibility to put the BUILDER back on the South line with the next schedule change and split the Portland section



On the inaugural platform of car 10,000 at Portland are OreARP's Bill Parish and Amtrak's Art Lloyd. Photo by the author.

away from the main train at Pasco instead of Spokane.

I sense that Mr. Tyler is genuinely weary from fighting route battles, so I assure him as we part company that I'll be out for NARP leafleting and doing whatever else is necessary if Reagan, Stockman and company come after Amtrak again. How about a new goal--a doubling of service nationwide! That's just what we need to do what we all want up here --serve both east-west lines in Washington state!

Lounge 33009 is deadheading to Seattle and is, I understand, leaking on this rainy night in Spokane. No. 7 is fairly crowded in coach, and virtually every bed full in the single Seattle sleeper. I'm told that some COAST STARLIGHT transfers could have been put in the Portland sleeper, which had space, but weren't for some reason.

Just before we leave Spokane for the trek west to Seattle, I run into a friend in the crew that had brought No. 8 thru Wenatchee about five hours before. He says the town tried to hold an inaugural on its own, as all the Amtrak and NARP inaugural people were tied up in Portland. My friend has a funny story. It seems a Wenatchee dignitary wanted to present a key to the city but was not sure who to present it to. He headed for the engine seeking admittance to the cab so he could glue the key to some part of the lead locomotive! But the engineer wouldn't let him in the cab. Undaunted, the bigwig headed back to the train and tried to glue the key to one of the Superliners. The train crew must have been concerned about what Amtrak headquarters would say when it found that a key to the City of Wenatchee had been glued to one of its Superliners, for they finally dug up a lone Amtrak official. At last report, the official was walking away with the key in his pocket. The key is probably on display now in some office in Seattle.

Poor Wenatchee! To top all that, BN just finished tearing their train station down. And the substitute, the former Mountain Home, Idaho Amshack, is not yet in place. It isn't even in town, as far as anybody knows. Incidentally, there were about 150 people at that impromptu inaugural in Wenatchee.

Highball, No. 7! Back across the Latah Creek Bridge and onto the new main that connects the former NP with the former GN. This new section replaces the original GN main into Spokane, which crossed what became the Expo 74 World's Fair site.

A nice quite run follows, except for a huge pile of burning rubble alongside the tracks at Odessa. I'm told that is what's left of a grain elevator fire that's been burning for two days. I had thought for a moment it was the Ephrata station! Jim Neal is a NARP member in Ephrata who's literally doing backflips trying to get the BUILDER to stop there as the HIAWATHA did. No luck so far. Amtrak doesn't want to spend any money there. Still, you have to wish Jim luck. He's worked hard.

We cross the Columbia and arrive in Wenatchee on time. Three or four people board there. The crossing of the Cascades is routine, but it's gassy coming out of the 8-mile-long Cascade Tunnel with that wide-open F40 in head-end power mode. This is downhill, and the tunnel fans blow the other way.

Down the west slope we go--we turn south at Everett, head down along Puget Sound and arrive in Seattle on time at 9:15. This route from Everett to Seattle is part of the route of the now-defunct PACIFIC INTERNATIONAL, which operated north of Everett to Vancouver, B.C.

At Seattle we learn of a minor disaster. Sitting at King Street Station for some time has been the just-refurbished (expensively-refurbished, I'm told) BN business car "Kootenai River". I learn from a friend that a fire, believed electrical in origin, heavily damaged the lounge end of the car

the night before. Fortunately, there is no structural damage reported. The Pullman green (not BN green) exterior paint is said to be undamaged. But I learn later that there's an estimated $35,000 in damage for BN's Como shops to repair.

My sincerest condolences to Lou Menk and Dick Grayson of BN. My thanks also to Amtrak for filling a missing link in the national rail passenger system, Portland to Spokane!

ABOARD THE GREYLOCK LIMITED
by Kevin Gregoire

On Saturday, Oct 3 the Massachusetts Bay Railroad Enthusiasts Inc. ran another in a continuing series of excursions from Boston to North Adams MA, then on to Mechanicville NY and return via the Boston and Maine RR. Consist of the train (west to east) was (all MBTA equipment) engine 1001 (F40-PH2), coaches 321, 327, 302, control cars 1311, 1300, coaches 316, 300, 320, engine 1010 (F40-PH2). Basically this was two opposite-facing 4-car trains plus locomotives joined at the control cabs and run M-U push-pull style to avoid wyeing the train or reversing engines.

In typical fashion, a trainful of passengers was brought in to North Adams from Boston, offloaded, and locals boarded for a roundtrip thru the 4 3/4-mile Hoosac Tunnel. Such a trip was described in an earlier issue of RTN. Upon return, Boston passengers continuing on to Mechanicville boarded, along with locals.

It was a cold, windy, cloudy, wet day as we departed the site of the passenger station (long since torn down) in downtown North Adams. The Annual Fall Foliage Festival was in full swing, and this Northwestern Massachusetts city appears to be booming. A large downtown shopping mall is under construction north of the tracks, while a large Heritage Park Historical site is planned for the old B&M yards south of the tracks. All the city needs now is rail passenger service to make it complete. Its current connection to Amtrak is hourly bus service to and from the new downtown Pittsfield railroad station 22 miles south. Service to here was once provided on the B&M Boston-Troy line and south to NY on the old NYC via Pittsfield and Chatham on the Boston & Albany and Harlem divisions.

On board, Mass Bay RRE provides everyone with a 59-page trip brochure written by J. Leonard Bachelden. We pass over the Hoosac River and enter the Little Hoosac Tunnel just ½-mile long on the west of town. The Hoosac River was rebuilt in this area thru concrete channels after a serious flood in 1958.

We skirt the community of Williamstown on the north side, its passenger station still standing a good distance from Williams College. The station is now used by a moving company. Soon we pass under US Route 7, the main artery into Vermont, turn north and parallel it on the west side, entering the state of Vermont at Pownal. At North Pownal we join route 346, leaving route 7, and turn west again.

The B&M, once double track, is now single-track CTC with passing sidings with a good deal of welded rail. Our speed is mostly in the 40's, as we're out for scenery rather than a high-speed schedule. We roughly parallel the Hoosic River (the spelling changes as we enter New York State). At Petersburg Junction we cross the old Rutland Railroad (which I assume is still technically on strike--since 1958), now abandoned. It was once possible to travel between New York and Montreal on that route connecting with the NYC's Harlem Division at Chatham via Lebanon Springs.

We pass thru Hoosick and enter Hoosick Falls, the site of an unusual station long since torn down. It had an upstairs platform for westbound trains and a downstairs for eastbound, as the line intersected at right angles, passing over and under each other. A short distance away we pass Hoosick Junction, where the Bennington Branch leaves the main. Here someone told me of an interesting excursion years ago in the winter with RDC's where the journey had to be cancelled due to frost heaves in a road at a grade crossing dragging on the underside of the cars, making it impossible to cross the road and continue to Bennington. Amazingly, the route was once part of another Montreal-NY passenger train route via Troy.

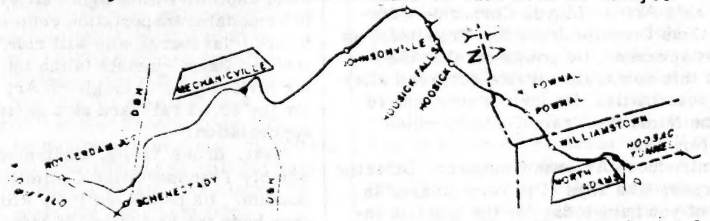
Near Eagle Bridge, home of Grandma Moses, we stop for a freight meet for half an hour. The only sign of life is a black bull contented to eat grass in a nearby meadow undisturbed by our two whining F40's. Soon the bright blue B&M freight units speed by on our left, pulling a long train, and we're on our way to East Buskirk. This community once had two separate stations, one eastbound and one westbound, the former being named Buskirk. Amtrak would probably have to make a similar arrangement for service to Monroe, Michigan on its Toledo-Detroit line, as there the north and southbound tracks are a mile apart.

Now we're informed we'll be able to detrain at Johnsonville for a photo runby. We approach Johnsonville tower, curving right. The old direct line to Troy ran off to the left. We slow down and detrain from the left side. A mob of people rushes the skeletal remains of the old Johnsonville tower, and climb to the second level for better shots of our runby. Next, the first of two disappointments. For safety reasons, everyone is wisely ushered out of the crumbling tower and there is no runby--just a standing photo. In fairness, the day is less than perfect for picture taking.

The train passes thru West Valley Falls and Schaghticoke. At East Saratoga Junction we curve sharply left and cross the Hudson River into Stillwater. This provides the most magnificent vista of the whole trip. To our south can be seen locks thru which boats can pass, and there is a small cabin cruiser circling beneath us, apparently containing railfans taking pictures of our train. Just west of the bridge, but unfortunately not on it, we stop for a few moments as a freight train gets out of our way into Mechanicville yard.

Entering Mechanicville, we pass the abandoned Westvaco paper mill rusting in a forlorn heap. We pass X-O tower and the Delaware & Hudson Albany-Montreal main line and station where the ADIRONDACK used to run and stop before the Schenectady re-routing. We stop in the middle of D&H and B&M yards. My friend Chris Cyphers spots a McDonalds in the distance. We are both hungry, but alas we shall not detrain here for we are running so late that the train quickly reverses and begins its return to North Adams. Neither of us has eaten since breakfast, and now past 4pm "modified dining service" or even an Amdinette-Cafe or whatever would have been a treat.

We spend most of the trip with RTN reader, NARP member Walter Gehring of Dalton, who having graduated from North Adams State College, majored in "Boston and Maine Railroad operations", and is well-acquainted with the line, and gives a running commentary on it as we speed home. It's getting darker, and our speed reaches the 50mph range after we pass a long coal train obstructing our northbound view on the Hudson River Bridge. The return to North Adams is fast with no delays.



The entire trip takes close to four hours, but other than the lack of food, is most enjoyable. This route is not a likely candidate for one of the high-speed densely-populated "emerging corridors", but nonetheless possesses perfectly adequate trackage for an occasional interesting day-long rail fan trip. Given the right political climate, MBTA commuter trains that now terminate in Gardner could be extended west, possibly to Williamstown, to tap the college market there. Perhaps commuters wishing to endure a long daily jaunt for the combination of a high-paying suburban Boston job and the carefree country home life of the Berkshire Hills would be a market too. In the meantime, a once or twice a year variation from Berkshire County's only other passenger rail service provided by Amtrak is made possible by the MBTA fan trips.

THE OVERNIGHT TRAIN TO L.A.

THE INAUGURAL RUNS

Coverage by Ted & Sylvia Blishak, Peter Bretz, Bob Glover, Stephen Graw and Jim Russell

The pre-inaugural press run of the new Amtrak, state-supported, overnight train between Sacramento and Los Angeles CA took place on two days--Oct 22 and 23 --and during daylight hours for publicity reasons. The first day's run was from Sacramento to San Luis Obispo, while the second was from San Luis to Los Angeles.

The equipment for this run, the long-awaited resurrection of the old Southern Pacific LARK's run, consisted of Amtrak F40 engines 240 and 235, Heritage Fleet sleeper 2940 "Pacific View", Amcoaches 21876 and 21851, Amdinettes 20233 and 20225, Amcoaches 21804 and 21860, and track inspection car 10,000.

At the Sacramento Amtrak station on Oct 22 the Air Force Band of the Golden State from nearby Travis Air Force Base struck up a lively Sousa march as the early sun illuminated a huge banner across the rear of the open-platform track inspection car carrying the markers for this special train. The banner read: "Name This Train".

Three days later, passenger service would begin on the overnight trains, #15 and #18, traveling along the route of the COAST STARLIGHT, but running to Sacramento as well. Today, press, travel agents, railfans, officials from Amtrak, SP, Caltrans, and local governments were invited aboard the press run. While the train has no official name yet (its train numbers were formerly given to the LONE STAR and NORTH COAST HIAWATHA), it is to be named in a contest, and Amtrak's "working name" for it is the CALIFORNIAN.

Amtrak's Arthur Lloyd, Corporate Communications Director from San Francisco, is the first speaker. He points out that the start of this new train service occurred after a four-year battle. He invites everyone to enter the Name the Train Contest, which closes Nov 18.

Art introduces Adriana Gianturco, Director of Caltrans, who says "I'm very pleased to see all of you here today for the historic inauguration of a new passenger train linking Sacramento, the San Francisco Bay Area, and Los Angeles. This new train--the first in nearly 15 years to offer overnight service within California--is the product of many years of hard work on the part of Caltrans, Amtrak and of many people who've given us unwavering support in this effort. We've fought hard for this train, and we're very excited to finally be able to get on board and roll down the tracks."

Amtrak VP Clark Tyler has come from Washington DC for the occasion. "This is an important day for California and the nation," he declaims. "While some trains are being discontinued due to Amtrak's reduced budget, there will be two new trains starting in the U.S. this year, and this new overnight train is one of them. Californians are fortunate to have a rail system that is expanding and improving due to the combined efforts of Amtrak and Caltrans (Caltrans will contribute $1.7 million towards the operation of this train during its first year.) Amtrak expects 160,000 passengers to ride on the train this first year."

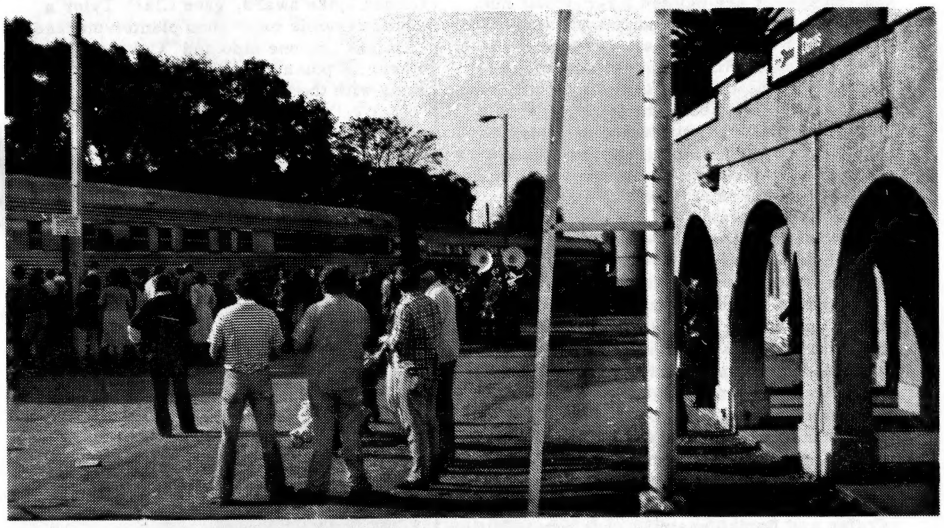
Tyler also points out that, since Amtrak's beginning, rail service within California has never been curtailed, only expanded, and pledges Amtrak's commitment to keep on with the expansion program within the state. "We should be doing this all over the country," he concludes.

(In a private interview with Tyler later on the train, Sylvia asked if he felt that the new Amtrak Board, packed with DOT people, is a threat to the continued existence of the rail passenger system. He replied that, contrary to what we may have heard, several members of the new Board are pro-Amtrak. He expressed an optimistic outlook for Amtrak's future.)

Back at the speaker's podium, Mayor Phillip Isenberg of Sacramento now steps to the microphone and expresses his enthusiasm for the new train that will serve his community. He tells us that improvement in local public transportation is well underway in the state capitol, with a light rail system and an intermodal transportation center in the city's future. Isenberg, who will ride the special train to Davis, insists (altho the ride is free for invited guests) on giving Art Lloyd a check for the $2.55 rail fare as a gesture of his appreciation!*

Next, Bruce Young, Chairman of the Assembly Transportation Committee, takes the podium. He points out that, while Californians have the reputation of being wedded to their cars, it is clear that our love affair with trains is in full bloom. Three million people will ride Amtrak trains within California by the year's end! Young also pledges his support for the Japanese plans to begin high-speed rail service in Southern California.

*This move may have been influenced by the report that just before the inaugural, a Caltrans attorney came up with a 1911 state law that prohibited public officials from accepting free rides on railroads, under the threat of removal from office.



The pre-inaugural train stops for ceremonies at Davis. Blishak photo.

We board an Amcoach, and the train leaves Sacramento, on time at 9:15am. We stop in Davis, Suisun-Fairfield, Martinez and Richmond. A four-piece Dixieland band, the Cats 'n Jammers, are on board playing "I've been working on the railroad" as we leave. At the various stops there are local bands, and local officials getting a chance to speak from the rear of the train ("Just like Harry Truman used to do," one of them recalls.) The atmosphere is festive, with local support evidenced by enthusiasm from local officials and people gathered at the stations to see or climb aboard the train.

Southern Pacific's new VP-Public Relations, Tom Buckley, is on the special. He was transferred to San Francisco on Oct 1, and tells us he has been a weekend commuter, as his house in Los Angeles is still for sale. He's been commuting by air, but claims he will try the overnight train next trip.

We mentioned to Buckley that SP's public image seems to have undergone a positive change, at least to railfans, during the past few months. He agrees, mentioning SP's support of the Sacramento Railroad Museum and their satisfaction with the end result.

Buckley is a fan of the 4449 steam engine, and says he was amazed at the positive response the engine created on its recent visit to California. "I didn't know there were so many railfans," he said. "Probably a lot of people don't know they are railfans until they see that engine under steam!" Buckley encourages railfans not to rule out the possibility of future movements "on special occasions" of the former Daylight engine, owned by the city of Portland. While steam-powered runs would be an expensive undertaking for SP to support, Buckley admits that the 4449's role as a goodwill ambassador is too powerful to ignore.

Buckley tells us that the long-delayed startup of the new overnight train was caused in part by scheduling conflicts with switching operations serving some Southern California industries: General Motors, Schlitz, and Anhaeuser-Busch. He chuckles as he tells us a story about the open-platform car we are riding in. "Ironically, this car was originally built in 1954 as a private car for August Busch of the Anhaeuser-Busch brewery, the company that was one of the stumbling blocks to this train's beginning." The car, built in the Wabash shops, was rumored, when new, to have spigots which produced beer rather than drinking water! Now owned by Bill Kratville, the car is leased to Amtrak for use as a track inspection car.

Walking up to the head of the train, we inspect the one sleeping car in the consist. Amtrak's Chuck Walter, who usually works the COAST STARLIGHT, gives us a tour. "The car has been shopped and converted to head-end power (HEP), which means you can bring your electric hair dryer along," he tells us. "But it still has the conventional

'Do not flush while standing in station' toilets, and as far as I know they have no plans to convert them to chemical. It is the only car on the train without chemical toilets."

The sleeper, which last saw service on the DESERT WIND, has been recarpeted and the seats have been reupholstered, but the doors and bulkheads are painted a red-violet hue, with some chips and scratches showing.

While Walker, as a car stewart, applauds the dependable HEP ("I never could understand the logic behind steam air conditioning which rarely worked"), he indicates that HEP has been a real inconvenience for private car owners, who must either have their cars converted to electric power, or travel in a freight train behind diesels that still carry steam generators.

Amtrak treats us to a champagne and sandwich lunch, served buffet style, and then we are in Oakland, where the Blishaks detrain.

At Oakland, a rock band called "Future Shock" created quite a din, such that no one on the platform could make conversation until the band finally quit playing. Then there was a press conference, at which George Falcon presented a Golden Spike award to Caltrans Director Adriana Gianturco, jointly with Governor Jerry Brown (Brown didn't join the train until Glendale).

The two Amdinettes were restocked here. Coffee and Danish pastries gave way to little sandwiches of roast beef, Swiss cheese, ham etc.; and trays of cold cuts, nuts and other lunch items.

The Peter Burnette Jr. High School band played at San Jose, where more speeches were made. As the train resumed its run and sped along on the SP Coast Line, a local Citizens for Rail California news release was handed out, praising the new service but criticizing SP's attitude and "obstructionist tactics" in trying to prevent the train's startup.

The next stop was at Salinas at 3:30pm, and then the train made a special stop at Paso Robles (not a regular stop) at about 5:15 to load around 300 Chamber of Commerce boosters and train supporters from San Luis Obispo. It was then standing-room only, but the San Luis people brought their own goodies and shared them with those aboard. There was popcorn and California wine, among other things.

As we passed over the famous Cuesta Grade, the sun was a beautiful orange ball in the sky. But it was almost dark when the train pulled into San Luis Obispo at 6:30.

An exceptionally large crowd was gathered in San Luis, including the Cal Poly marching band in white uniforms, playing rousing tunes. A baton twirler in bright green tights pranced about and tossed flaming batons into the air. Our speech makers seemed suitably impressed. Clark Tyler remarked that he has been on many inaugurals across the country, but has never seen anything like this.

San Luis Obispo was the overnight stop for the inaugural crowd, and Amtrak had arranged bus transportation for the various hotels. After check-in, buses took us to the Madonna Inn for a banquet. Here the revelers mingled and ate so-so food and heard speeches. George Falcon, besides re-presenting the Golden Spike award, gave Clark Tyler a small ceramic choo-choo planter marked "Amtrak" on one side and "Caltrans" on the other. A polka-mariachi band entertained, along with the Cats 'n Jammers.

On the observation platform of car 10,000 as the pre-inaugural train glides into Richmond are part of the Caltrans brass band and Amtrak's Clark Tyler. "Name This Train" banner hung on platform during entire trip. RTN photo.

THE SECOND DAY

Next morning the buses took us back to the train. We noticed that red, white and blue bunting was decorating the station structure. There were no speeches this morning, but many greetings among the re-assembling crowd of rail supporters. The train departed on time at 9:15am.

On the public address system, Art Lloyd pointed out the missile silos as we passed thru Vandenberg Air Force Base. He reminded us that former Russian Premier Khrushchev passed this way when he rode the COAST DAYLIGHT back in 1959. The fog closed in as we traveled along the ocean, just as night riders won't be seeing anything of the water either (except southbound in the early morning).

At Santa Barbara a respectable crowd was out to greet the train. More speeches, more photos, etc. The big old Morton Bay Fig tree continued to dominate the station scene. There comes a blast on engine 240's whistle, shouts of "All aboard", and about noontime we're off again.

At Ventura we pass the northbound COAST STARLIGHT. At Oxnard about 75 people turn out to view the train. The Dixieland band plays on the platform. We greet a group of riders who came up from L.A. on train 14 and are going back with us. As he has done at every stop, Art Lloyd comes on the P.A. and welcomes new passengers on board. Some Amtrak jingles, such as "America's getting into training" are played.

Around Moorepark we are stopped by an earthquake--indirectly. There had been an earthquake off the coast at Santa Monica this morning--a small one of magnitude 4.5. A work train went out to check the tracks, and this confused a dispatcher, who inadvertently gave us a stop signal. We sat and sat. The HEP went off and the train started to heat up. The HEP had been cut off because officials running around near the noisy engine could not hear themselves converse, and the power generator was cut off. It was an embarrassing half-hour delay for the railroad.

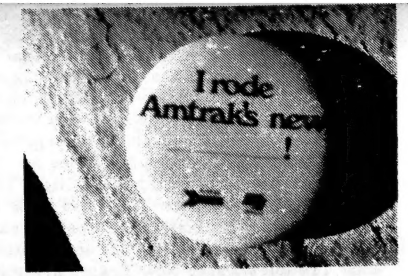
We finally got moving, and made a brief stop in Glendale. We pulled into Los Angeles at 3:15, only 15mins late. There, Peggy Gilbert and her "Dixie Belles" joined the Cats 'n Jammers for more Dixieland music. The L.A. Rhythmettes drill team performed, as well as the Trio Los Nobles mariachi band.

Governor Brown said how pleased he was to see still another new train in California. Mayor Tom Bradley concurred. Supervisor Kenneth Hahn said the next step is to bring the Big Red Cars back to Los Angeles. When SP VP Buckley was introduced, someone in the audience shouted "throw the bum out!" The heckler was ignored. All in all, it was a good windup to a two-day fun trip.

FIRST REVENUE RUN

The first revenue run of the overnight train left Sacramento at 7:55pm on Oct 25 (its northbound counterpart left Los Angeles at 8:25pm the same date). Consist of the first southbound was engine 244, baggage 1131, sleeper 2941 "Pacific Waters", Amdinette 20222, and 60-seat Amcoaches 21825, 21849 and 21887. The train was about half-full most of the way, with a good number of people on and off along the line.

There was a disruption of service as the train reached San Jose. Someone had called the San Jose station with a bomb threat. As the train reached San Jose, all its passengers had to be quickly removed from the train and a search made. Many of the passengers had already bedded down for the night. This procedure occupied a half-hour, and once riders were back aboard, another half-hour was taken in verifying everyone's



Blue-on-white souvenir button for the unnamed train.

luggage and packages. Because of this disruption, Amtrak decided to offer everyone free beverages and snacks in the Amdinette. In addition, the Amdinette remained open well into the early morning hours, and perhaps all night (this apparently is regular operating procedure).

About 7:50 in the morning another incident occurred to provide the sort of thing that newspapers in California seem to seek out. An apparent suicide stopped the train near Rincon Point, between Santa Barbara and Ventura. A young man walking on the tracks was run down. This occurred on a straight section of track, with the train speed about 70mph. The train was delayed 35 minutes here.

Further on, near Chatsworth, the train encountered CTC signal control problems, but with cooperation from the SP dispatch-control personnel, the train was expedited enough to make its connection with the SAN DIEGAN upon arrival in L.A. Final arrival was at 10:20am, 1hr, 20mins late.

The train carried a full retinue of employees, including multiple Amtrak car attendants, a passenger service rep, and even an SP Trainmaster. Passengers had congratulatory words for the professional conduct of all the crew under the trying and unexpected circumstances that were encountered.

The first northbound run fared better timewise, arriving Sacramento at 9:10am, 20 mins early. It had boarded 88 passengers at L.A., many of them taking only a short trip in order to be on the first run. But 35 were headed for San Francisco, and 34 more rode into Sacramento. Like the northbound train, its sleeper was sold out. We do not have the consist of train 18, but it had engine 241 on the point.

* * *

And thus the as yet unnamed replacement for the former SP LARK began life late in October. The last runs of the L.A.-San Francisco LARK left their depots on Apr 7, 1968, over 13 1/2 years ago. That train ran into San Francisco, while the new train goes into Oakland, on the east side of the bay, and

on to Sacramento. Years earlier, the OAKLAND LARK ran into Oakland, splitting off from the SAN FRANCISCO LARK at San Jose.

Press coverage of the new train was extensive, but unfortunately California newspapers seemed to be obsessed with the negative in reporting it--even if the negative had to be invented. Such headlines as "New Amtrak Train--It's No Lark", "Night Train Isn't So Fast but It's on Time and Your Ears Don't Pop", "Troubles Don't Derail Train Lovers' Fun", "Bomb Threat and Death", and "Troubles Delay New Train" are most of the headlines the new run made. The worst coverage probably was in the San Francisco Chronicle, in which writer Scott Blakey compared the train to the LARK in its best days--unfavorably, of course. What he failed to report was that even the LARK in its later days did not feature "world-famous steaks served by white-liveried waiters on spotless service." In the last years of the LARK the food was worse than the Amtrak microwave-oven fare, and the faded and poorly-maintained cars offered nothing like the comfort and smooth riding qualities of Amtrak's equipment.

And the new train improves upon the old SP service thru extension of the run to the state capitol--a convenience that surely will make for success of the service. RTN has been rooting for this overnight train ever since it has been published. And now it is here; the West has a new train that is bound to be a success and a pleasure to train riders. To quote a current airline ad, "That sort of thing goes with the territory."

URBAN-SUBURBAN TRANSIT (continued from page 5)

Muni Metro cars later to surface at the Embarcadero and connect with the Caltrans/SP station at Fourth and Townsend Streets.

PENINSULA COMMUTE LINE out of San Francisco got its first timetable change since 1948 on Oct 25 when Caltrans altered schedules so that commuters traveling south to work (to "Silicon Valley") would be benefitted. Weekday San Francisco departures are now at 5:30, 6, 6:30, 7, 8 and 10am, noon, 2, 3, 4, 4:15, 4:40, 4:50, 4:55, 5:15, 5:19, 5:23, 5:27, 5:31, 5:55, 6:30, 8 and 10pm. Northbound departures from San Jose are at 4:55, 5:40, 6:08, 6:13, 6:26(leaves from Santa Clara), 6:31, 6:48, 6:51, 6:56, 6:59, 7:15, 8, 9 and 10am, noon, 2, 2:55, 3:35, 4:30, 5:15, 6, 8 and 10pm. Gone is the 12:35am night-owl departure from S.F., and 100 people rode the last run the morning of Oct 25 and held a party. Total number of trains is increased from 44 to 46 daily.

KANSAS CITY, MISSOURI came one step closer to developing a light rail transit system when on Oct 27 the Area Transportation Authority concluded purchase of the 8-mile Country Club right of way, running from Westport Road and Mill Street to 85th Street and Prospect Avenue. Negotiation had taken 20 years, and the final purchase price was $1.5 million to owner James G. Ashley Jr., paid by the city.

NEW YORK STATE Transportation Dept. hold a semi-annual transit conference Nov 17 & 18 at the Empire State Plaza in Albany.

THE FLXIBLE BUSES, built by Grumman, that are supposed to be repaired and returned to the New York City system, are not going to be back by the Dec 31 deadline, according to a Nov 9 NY Times report. And 70% of the 99 (out of a total of 837) that have been returned are still faulty, according to the MTA.

SAN FRANCISCO MUNI'S bus shortage, due to maintenance problems, has become so severe that it is leasing 60 old buses from the Los Angeles system at $100 per month each. The first load of 21 buses arrived by SP freight train on Nov 5.

EDMONTON TRANSIT SYSTEM made an inaugural run Nov 10 of the first of 100 new trolley coaches built by Brown-Boveri Canada, a Swiss manufacturer; bodies are by GMC in Quebec. The electric vehicles feature smooth chopper control.

AMERICAN PUBLIC TRANSIT ASSOCIATION decided to launch a massive lobbying campaign against more cuts in government transit funding. An Association spokesman said this is the first time the group has "come out swinging" with such a campaign. But it painted a bleak picture for transit if something isn't done.

CABLE CAR FARES in San Francisco can now legally go higher than regular Muni fares, after passage of a city ballot measure Nov 3. This is to help the Muni's financial problems and help pay for the massive overhaul the cable cars will get when they are shut down in Oct 1982.

Mixed Train of Thoughts

AMFLEET II CAR dedication took place on Nov 11 at the Budd Company's Red Lion plant northeast of downtown Philadelphia. The first of the second-generation Amfleet cars, car no. 25004, was dedicated in a ceremony attended by Amtrak's Alan Boyd, Clark Tyler, Tom Hackney and other dignitaries, Congressmen, etc. Over 1000 Budd employees were also there to see car 25004 and electric locomotive no. 934, the newest AEM-7 (Budd builds the bodies for these locomotives but the employees never see the finished product at their plant). The dedication was followed by a walkthru of the car, a buffet luncheon and a tour of the assembly line, on which could be seen not only the Amfleet II construction, but also CTA cars and subway cars for Miami and Baltimore in various stages of completion. The ceremony took place on the delivery apron where many thousands of builder's photos have been taken of the great Budd lightweight streamliners of the past. Said Amtrak's Bruce Heard, "It was quite exciting to be there and look at the doors and realize the number of cars that came out of those doors. Fully 95% or more of our Heritage Fleet came originally from Budd." One Congressman in a speech told Alan Boyd that he would support Amtrak as long as Amtrak buys American (which means from Budd).....

THE NEW AMFLEET cars are for long distance use and are a variation of the basic Amfleet design originally introduced in July 1975. They have more leg room than the original Amfleet--they contain 60 seats with legrests, and one vestibule per car. The seat design is of flat backs rather than the winged types than many passengers complained of as giving a confining feeling. Windows are 22% larger--they are about an inch wider and 3½ inches lower, and are described as offering a substantial difference in viewing area, viewed from within. One of the 60 seats in each coach is for handicapped use. There are 125 coaches and 25 lounge-cafes in the total $150 million order. The lounge-cafes have a lounge at one end and booths at the other. The galley includes a grill which will allow more food preparation than is possible in most Amdinettes. The cars are designed for light meal service, to complement a regular dining car on long distance routes. The NY-Florida SILVER STAR will get the new cars first "by the end of this year." Then they will go onto the SILVER METEOR and the BROADWAY LIMITED, in that order. Amtrak's Alan Boyd said that the cars "will have a far-reaching impact on the quality of rail passenger service Amtrak provides, and (this order) has helped to preserve the rail car manufacturing industry in the U.S."....

★ ★ ★

EXPRESS METROLINER SERVICE between New York and Washington, begun Oct 25, is a "roaring success," Amtrak said. The only black mark on the service so far was, ironically, the press run of Oct 27, which ran 22mins late into Washington because it got caught behind a freight train that broke in two in the infamous tunnel south of Baltimore. Aside from that, the greatest lateness of any run (thru Nov 9) was 12mins, and some arrivals were as much as 14mins early at their end points. "That means that between here and Baltimore the thing's making up 14 minutes!" noted an Amtrak spokesman in Washington. A spot check of ridership (not a scientific tally) suggested about a 50% ridership increase over the same non-express time-slot trains before Oct 25--a subatantial increase.....

"ARROW" RESERVATIONS SYSTEM went on line the morning of Nov 1--not Oct 31, as was originally planned. The $55 million system has ten times the capacity of the previous ARTS system and should enable Amtrak to retain the 250,000 calls per day it was losing in peak traffic periods, due to overloaded computer capacity. The system consists of three IBM 3033 computers and over 2700 terminals

around the nation. Response time of the system is only three seconds (compared to 40secs for ARTS), and it displays 24 lines simultaneously instead of only 8. Amtrak said it will enable the corporation to make confirmed reservations 340 days in advance, as against only 180 days with ARTS. Starting it up was not without problems, however. Users were finding a number of delays and snags in the operations. Amtrak said that the trouble was anticipated, and that it's believed "under control" now. But there are still bugs to be eliminated. Some of the problem is that users couldn't get as much training as necessary on the new system--and it requires a lot of re-training, since the software and procedures are all new, in addition to the hardware and the technology. Amtrak said that in the first day of operation it handled about 219,000 transactions (not reservations or requests, but computer questions or commands). By the fourth day of operation it had handled 527,000 transactions, compared to 350,000 under ARTS in a higher travel period. Down time of the main computer banks is "insignificant", Amtrak said, averaging about 10mins per day so far. The system requires no daily shutdown time to perform internal administrative tasks, as ARTS did. Two of the three computers do this, and also serve as backup. Amtrak said that the necessity of using the ARTS system right up to the end and then suddenly switching in a new one was "frankly an overwhelming requirement". Incidentally, CRO for Central Reservations Office is now called RSO, or Reservations Sales Office.....

★ ★ ★

THE OVERNIGHT TRAIN Los Angeles-Sacramento had the following consist on its first northbound revenue run Oct 25: engine 241; baggage 1139, sleeper 2940 "Pacific View", Amdinette 20233, Amcoaches 21876, 21851, 21804. In the tunnel at the L.A. station at track 5 was a handwritten card directing passengers to "Train 18, Special." The depot reportedly has a sign reading "CALIFORNIAN" which was not used.....

THE SUNSET LIMITED is the subject of a very nice article in Louisiana Life magazine (Nov/Dec issue) by Dalt Wonk, with photos by Philip Gould. Single copies are $2.50 ($4 by mail) from 1033 Pleasant St, New Orleans LA 70115.....

COAST STARLIGHT PASSENGERS will be able to travel to Medford OR from Klamath Falls starting Nov 15 with a bus connection to trains 11 and 14 known as the Train Bus. An inaugural run was being planned for Nov 14.....

★ ★ ★

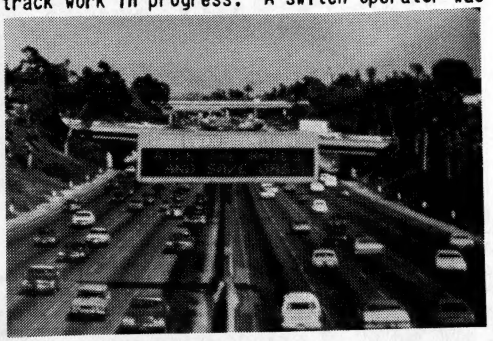
THE WILLAMETTE VALLEY trains are almost certain to be discontinued after Dec 31 because of insufficient ridership. But there is a possibility that connecting buses may be set up to bring travelers from the Willamette Valley into Portland to connect with the new Portland section of the EMPIRE BUILDER.....

THE SOUTHERN PACIFIC'S recently improved view of Amtrak seems to have come about by the railroad's realization that Amtrak operations can be profitable to the Octopus. According to insiders, VP-Operations Krebs may have convined Ben Biaggini that Amtrak is a way to increase SP's earnings.....

THE "NEW" NORTH STAR'S equipment utilization is criticized by a Minneapolis reader who says the train "represents $4 million worth of equipment being utilized for just 310 miles per day and standing idle for almost 18 hours per day. Air Cal or Midway Airlines would go bankrupt overnight with that degree of equipment utilization." He adds, "Meanwhile, the transcontinental #7/8 carries exactly 2½ coaches (assuming the transition car is used at all), one of which is a short distance car without legrest seats. Moreover, the coaches are widely separated in the train, preventing a single attendant from working both cars. That is to facilitate switching the Portland section at Spokane. The logic of all this is purely Orwellian. Another $4 million worth of equipment sits dead at St. Paul to protect the local schedule of #7/8".....

LONG ISLAND RAIL ROAD commuter train from Huntington (the 9:37am departure) got mistakenly routed onto an Amtrak track just west of Woodside, Queens, and ended up 1hr, 50mins late into Penn Station, on Nov 5. The train carried 500 passengers,

and they had to wait on the powerless, unventilated train until a work train could rescue them. The Amtrak line they were on had no electric power, but the train coasted along about 3000 feet under its own momentum. Power was off because of track work in progress. A switch operator was suspended pending an investigation...



MESSAGE DISPLAY SIGNS are operated by Caltrans along a 10-mile stretch of Santa Monica Freeway (I-10) between Santa Monica and Los Angeles, claimed to be the heaviest traveled freeway in L.A. These signs are used mostly as condition warnings during peak rush periods, but in slack periods messages are flashed to motorists suggesting means of travel without the auto. Carpool, vanpool, bus and train information is flashed. The photo here (by Mike Jarel) shows a sign displaying the message "Ride the rails and save gas." At times even rail fare quotes have been displayed.....

AMTRAK'S CLARK TYLER, interviewed on the pre-inaugural run of the Overnight Train by Sylvia Blishak, replied to a suggestion that the COAST STARLIGHT should be run from Canadian border to Mexican border that "since the maintenance shops are located in Seattle and Los Angeles, this would be impossible." But Tyler indicated that plans are underway to add an eighth SAN DIEGAN to make a better connection than the current 1½-hour layover that San Diego-bound travelers getting off the southbound COAST STARLIGHT must now endure. He also referred to the proposed Japanese-engineered high speed rail service between L.A. and San Francisco as something he is quite sure will become a reality.....

★ ★ ★

USA RAIL PASSES, which Amtrak sells only outside North America, did not rise in price on Oct 25, tho other Amtrak fares went up an average of 6½%. The 7-day pass sells for $220, the 14-day for $330, the 21-day for $440, and the 30-day for $550. There is a child's pass for half these prices, and a Family pass.....

THE CANADIAN PACIFIC announced recently that it will no longer operate the ship "Princess Patricia" on the Alaska cruise runs. The last scheduled sailing was Oct 5. The vessel will not be scrapped, however.....

PULLMAN STANDARD COMPANY may be getting back into the railroad car-building business, and a decision on whether to do so is to be made by Christmas, said Ira W. Nichol, VP-Engineering for Pullman Standard, at groundbreaking ceremonies for a new Hammond-Whiting, Indiana Amtrak station on Nov 7. "Favorable conditions" must come up before a positive decision is made, the Pullman man said. Quote: "We are hopeful, particularly because of our fine working relationship with Amtrak, to find a way to re-enter this particular type of business".....

THE HAMMOND STATION, mentioned above, will cost $2.1 million and will be completed next fall. Location is the north end of Calumet Avenue, near the Lever Brothers plant. The station is to be fully staffed, and 12 trains will use it.....

SPECIAL AMTRAK TRAIN for General Electric Company, with 200 passengers, was run Oct 2-4 Louisville-Nashville and return, on the old FLORIDIAN route. Consist was one P30 locomotive and four Amfleet cars.....

SCL FREIGHT TRAIN derailed one car at Rowland NC on Oct 7, blocking the single track line and causing the PALMETTO, train 90, to detour between Dillon and Pembrook via Hamlet, missing no passenger stops, but delaying it about an hour. On Oct 5 another SCL freight derailed 22 cars at milepost 625, just south of the crossover at Callahan FL (20 miles north of Jacksonville), blocking both main tracks. The SILVER METEOR, train 87 of Oct 4, had to detour over SCL between Callahan and Jacksonville via Baldwin, with about 1½ hours delay.....

NEWPORT NEWS, VA Amtrak station was to be dedicated Oct 16, at the beginning of a 4-day celebration to commemorate the surrender of British troops at nearby Yorktown. The end of the celebration was to include a major address by Pres. Reagan. French President Mitterand was to attend some of the Yorktown area festivities. We don't know if all this ever came about, however. Amtrak was to run a special train Richmond to Lee Hall to Newport News for the occasion, which was also the 100th anniversary of C&O railway service to the peninsula.....

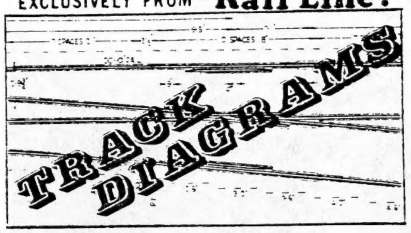
LA SALLE STREET STATION in Chicago had a small trash fire the night of Nov 5, believed set by arsonists, that caused injuries to 10 firemen, three of them serious.....

LAS VEGAS, NEVADA has become the only U.S. city to receive a federal grant--of $150,000--to study the feasibility of running high-speed trains to it from another urban center. Las Vegas is matching the grant with another $150,000, and is issuing requests for proposals for the study, which would look at a route from Los Angeles to the gambling city. The idea is to run the 300-mile route in two hours. Quote: "A high-speed train would greatly minimize this resort area's concern over periodic airline problems and gasoline shortages, which can be extremely serious for a city depending on tourism as its primary business".....

SOO LINE RAILROAD won't be able to discontinue its mixed train service Neenah-Sault Ste. Marie as easily as it imagined. The Wisconsin ARP and its president Robert Ballou persuaded the Wisconsin Transportation Commission to delay the discontinuance and hold public hearings, scheduled for Nov 24 at the Center Gallery in Menasha, Wisconsin. Over 100 individuals complained that they objected to a discontinuance.....

News in this issue is updated thru Nov 12, 1981.

AVAILABLE NOW!
EXCLUSIVELY FROM - **Rail Line:**



LASALLE STREET STATION, CHICAGO—
NOW BEING DEMOLISHED it will soon be only a memory. This highly detailed document was issued by the New York Central railroad company and has all revisions thru 1964. Diagram covers area from VanBuren street to just south of Roosevelt road. Scale: 1 inch = 40 feet; Size: 11 feet by 1 ft. 3 in. All copies in like new condition.
PRICE - $25.00+$3.00 postage & insurance.

UNION STATION, CHICAGO—
OUR MOST POPULAR ITEM. Includes Concourse and Waiting room FLOOR PLANS !!! Comes in 2 sections: 1) FLOOR and TRACK plan - Monroe to VanBuren St; Size: 2 ft. by 3 ft. 2) TRACK PLAN - covers area VanBuren to Roosevelt road; Size: 2 ft. by 9 ft. Scale for both: 1 inch = 50 feet. SOLD AS SET ONLY All copies in like new condition.
PRICE - $35.00+$3.00 postage & insurance.

AMTRAK 12th & 16th STREET COACH YARD, CHICAGO—
For over 50 years under Pensylvania R.R. ownership it was taken over by Amtrak in 1976. This diagram shows location of present and future yard facilities, engine shop, commissary, etc. Also shows relocation of trackage. Very fine detail on this huge 9ft. x 3ft. document issued by Amtrak in 1977. Covers area: Taylor to just south of 18th st. Scale: 1 in = 50 ft; mint.
PRICE - $25.00+$3.00 postage & insurance.

SPECIAL: TRACK PLANS OF ALL LINES VAN BUREN TO CERMACK- Includes LASALLE, DEARBORN and GRAND CENTRAL stations; A.T.&S.F. 21 st. coach yard EVERYTHING between State st. and the Chicago River. Made in the 1920's Size: 4ft. x 9ft. All copies are in excellent condition and show very fine detail; the scale being approximately 1 in. = 100 ft. Unfortunatly the shading is inconsistant, some areas appear darker than others none the less still very interesting and historic - ONLY $15. POSTAGE PAID

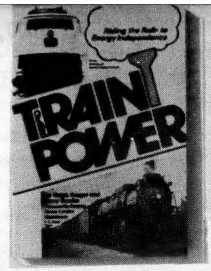
BUY ANY 2 ITEMS and receive the above for ONLY $6.
BUY ALL 3 ITEMS and receive the above for ONLY $3.
BUY TWO OR MORE AND WE WILL PAY POSTAGE.

CATALOG COMING. WANT TO GET ON OUR MAILING LIST? JUST SEND US A POSTCARD.

A GROWING LINE OF TECHNICAL RAIL ROAD COLLECTORS ITEMS
"WE ALSO BUY, TOP $ PAID"

Rail Line DEPT. R
BOX 4671 CHICAGO, IL. 60680

CORRECTION — The above ad erronneously discribes the "SPECIAL" item's size. It should read: 3 feet x 8 ft. 4 in. WE APPOLOGIZE FOR ANY MISUNDERSTANDING - - -



COULD AMERICA LEARN A TRANSPORTATION LESSON FROM EUROPE?

Train Power (Riding the Rails to Energy Independence), a new book by MOKSRail member Ralph Creger and Barry Combs, Public Relations Director for the Union Pacific Railroad, is available through MOKSRail. Help MOKSRail earn some extra money at the same time you treat yourself to a good book. Order now, buy extras for Christmas presents, $9.95 plus $1.00 for postage and handling.

MISSOURI/KANSAS RAIL PASSENGER COALITION
P.O. Box 1192, Kansas City, MO 64141

QUOTES OF THE WEEK***

"Well, we've got fine new California passenger train service. Since we help pay for it, let's get our money's worth by using it, by spreading the wonderful word. A new overnight train to the Bay Area and Sacramento. If you're continuing to Portland or Seattle, it gives you a whole day in San Francisco, Oakland, Sacramento, with your nights on the train rather than in a hotel."

--Robert J. Swan in letter in Los Angeles Herald Examiner, Nov 4.

SLIP OF THE MONTH CLUB***

"Federal Transport Minister Jean-Luc Pepin...said Friday the 20-per-cent cutback was inevitable if Canadian rail passenger service is ever to improve, since it was the only way money could be diverted from covering deficits to badly-needed capital spending.

"'By doing it this way--in one shot--we are saving $100 million,' Pepin told reporters at the end of a two-day closed-door meeting with provincial transportation ministers.

"'I'm sure that in the coming years, when people are riding around in their light rapid transit cars, they will say, "Hallelujah, Mr. Pepin was right!"'"

--UPC release in Edmonton Sunday Sun, Sep 20.

(That's Light, Rapid, Comfortable, Mr. Pepin.)

CARS & CONSISTS

*INTER-AMERICAN, train 21, Chicago Sep 30: engines 353 (Chic-Temple), 304 (Chic-Laredo); cars 32011, 38029, 31028 (to Laredo), 34009 (to Temple), 34082 (to St. Louis). Same, train 22, Laredo: engines 301 (on at Temple), 344 (from Laredo); cars 32050, 38032, 31022 (from Laredo), 31026, 33003, 34000 (from Houston, on at Temple). Last runs.

*CARDINAL, train 50, Chicago Sep 30: engines 244, 305; cars 1361, 1127, 2985, 20226, 21840, 21813, 21098, 20221, 21033. Same, train 51, Cincinnati: engines 277, 267 (on at Cinc, from train 33); cars 1377, 1362, 2446, 2882, 20205, 21828, 21801, 21861, (on at Cinc, from train 33:) 20030, 21819, 21203, 21248, private cars "Pass A Grille Beach", "Rice Bird".

*NORTH STAR, train 9, St. Paul Oct 24: engine 359; cars 1214, 2435 "Pacific Meadow", Amdinette 20223, 21866 21873, 21134, 21266, 21127 (387 psgrs on at St. Paul). Last overnight run Chicago-Duluth; same equipment ran Duluth-Chicago as #10 on 10/24.

*PIONEER, train 26, Salt Lake City Oct 26: engine 215; cars 2989 "Pine Fern", Hi-level 39931, Superliners cafe-lounge 33007, coach-bag 31004.

*"Susquehanna Ramble" NRHS excursion on New York, Susquehanna & Western Rwy Oct 11, Passaic Jct-Little Ferry RT; westbound consist: engines NYS&W 1804 & 1802 (GP-18's); cars EL 3222, 4323, 4366 (ex-DL&W MU trailers), CACV 13 diner (ex-Amtrak 8032), EL 4306, 3207, 4348, 4352 (MU trailers). Delayed 3hrs, 17mins Oakland NJ due to derailment of lead truck of car 4323.

*UP/MoPac Directors Special, Kansas City Sep 29: engines UP 9003, 9002, 9000, 9005 (off at K.C.), MoPac 3304, 3313, 3314 (on at K.C.); cars (all UP except where noted) 301 dorm steam gen., 5779 bag, "Cabarton" staff car, 1607 "Sun Point" slpr, "Omaha" staff car, 111, 112, 102, "Arden" business cars, 1611 "Sun Slope" slpr, 4810 diner, dome lounge 9004, MoPac 2 business car, 110, 103 business cars, "Wyoming" staff car, "Shoshone" business car, Mopac 1 business car (on at K.C.).

*CAPITOL LIMITED, train 440, McKeesport PA Oct 2 (first eastbound run): engines 275, 305; cars 1162, 2086 slumbercoach, 2888, 4711, 4752 (?), 3124.

*BEACON HILL, train 153, Boston Sep 30: LRC engine 39; LRC coaches 44, 47. Train 154, New Haven, same (last runs).

*BLACK HAWK, train 371, Chicago Sep 30: engine 261; cars 20045, 21884, 4001. Same, train 370, Dubuque: engine 249; cars 20045, 21884, 4001 (last runs).

*SHENANDOAH, train 32, Cincinnati Sep 30: engine 275; cars 20025, 21846, 21107. Same, train 33, Washington: engine 269; cars 20030, 21819, 21203, 21248 (last runs).

*PACIFIC INTERNATIONAL, train 793, Vancouver Sep 30: engine 216; cars 34097, 34010, 34021, 34064. Same, train 794, Seattle: engine 227; cars 34064, 34021, 34010, 34097 (last runs).

RAIL FANTRIPS

Nov 22: Annual meeting of Oklahoma Passenger Railroad Association, 6:00 pm, at Dodson's Cafeteria, SW 44th and Western Ave, Oklahoma City. Congressman Jack Kelly will speak, and officers will be elected. Info: John Hines, 405-737-7432

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

EXPRESS ADS

MASTERS OF RAIL TRAVEL--and Amtrak is our specialty. We enjoy seeing that you have the best accommodations available. Call or write us--GREAT WESTERN TOURS, Sheraton Palace Hotel, Suite 900, San Francisco 94105; (415) 398-2994. Receive your tickets by mail--pay by check or credit card. It's easy--one call does it all

DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports from 30 railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy items.

Tom's original clear plastic slip covers for public timetables only $7.95 per 100, $35 per 500. The most talked about timetable grab bags only $12. 100-page book "The Wonderful World of Railroad Timetables" $7.95.
Tom Coval, 21 E. Robin Road, Holland PA 18966.

Read the most current, authoritative news on timetables--rail, bus, air, transit, ship, in the "First Edition" published monthly by the National Association of Timetable Collectors. Annual dues $15 to: Tom Coval, 21 E. Robin Road, Holland PA 18966. Members also receive the fabulous historical quarterly magazine "The Timetable Collector."

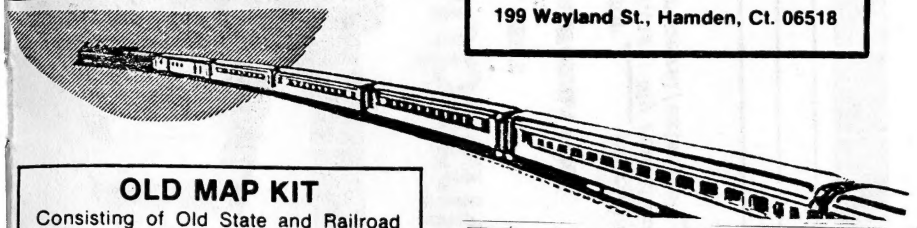
TROLLEY TRAILS books: Vol. 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Montana/Utah, 6-Western Canada, 7-Northern California, 8-Southern California $4 ea. Vol. 9-System Maps, Plus Text and Photos: San Diego, Colorado, Minn., Milw. featurette $8. Moneyback guarantee. Wilson Bros, Box 712rtn, Yakima WA 98907.

WANT: RTN #1-3,5,7-31,40,60. Dennis Smith, 770 Red Hill Way, Paradise CA 95969.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

KRUGERRANDS and MAPLE LEAFS
STORE SURPLUS ASSETS IN GOLD
1% commission at all times.
Phone (303) 387-5336
Experienced, Dependable
The Alma House

Carl Loucks
....Selling Railroad Timetables
Employee Timetables, Public Timetables, Brochures, Guides, Postcards, Tickets, a full line of transporation paper items. New catalogue issued monthly. Stamped Self Addressed Envelope for latest list and specials.
199 Wayland St., Hamden, Ct. 06518



OLD MAP KIT
Consisting of Old State and Railroad maps 70-110 years old. All States. Some old County maps. Stamp for catalog.
The Northern Map Co.
Dept. RT Dunnellon, FL 32630.

MOVING?
Be sure to notify RTN of your new address as soon as possible. Don't rely on the Postal Service to forward your mail!

Ted and Sylvia Blishak, owners of Accent on Travel, are frequent RTN contributors.
Accent on Travel holds Amtrak's "Golden Spike Award" for high ticket sales.

DON'T DIAL AMTRAK! Dial Ted and Sylvia Blishak at (415) 326-7331 for your reservations and AVOID BUSY SIGNALS AND "HOLDS"! Low fares for families, handicapped travelers, senior citizens. We also sell Britrail and Eurail passes, cruises, and air tickets.
Call "The Railfans" at Accent on Travel, 1030 Curtis Street, Menlo Park, California 94025. (415) 326-7331.

BACK ISSUES RTN is now offering our Tenth Anniversary Year volume, all the issues of 1980--18 issues sent all in one parcel at the price of $8 postpaid. Other back issues are also available and will be listed in upcoming issues, or write for information.
RAIL TRAVEL NEWS, PO Box 9007, Berkeley CA 94709.